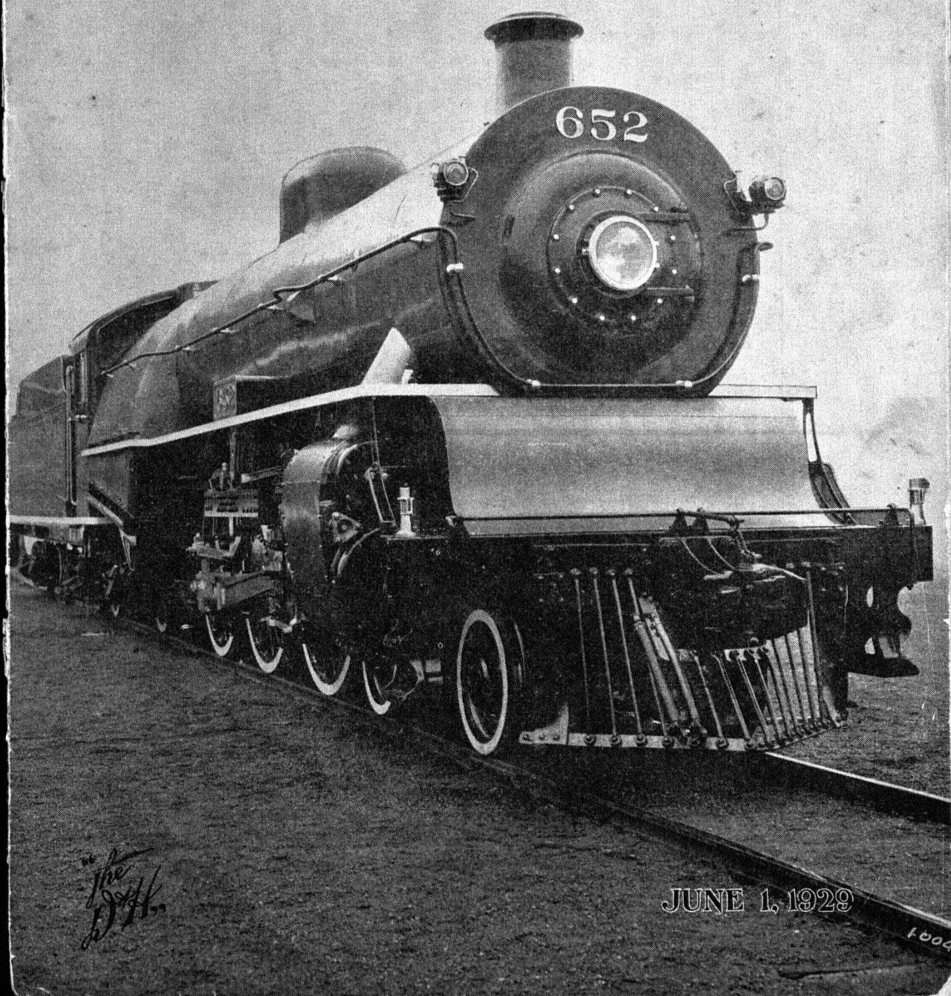


# THE DELAWARE<sup>AND</sup> HUDSON COMPANY BULLETIN



*The  
D.H.*

JUNE 1, 1929

1004

## *This Matter of Claims*

By SIDNEY WARREN MASE



*THIS* matter of claims, as statistics will show,  
Is one that deals railroads a mighty hard blow,  
They feed with a grim, parasitical glee  
On profits wherever mishandling you see,  
Resulting in losses which fret and annoy  
Great numbers of persons whose time they employ,  
Unwittingly thwarting the purpose and aims  
Of unalloyed service—this matter of claims.  
It really is sad such conditions exist,  
And that we continue to add to the list,  
A thing which forthwith we must hasten to stop,  
In order that profits no longer shall drop.  
Hence, let us determine for once and for all  
A halt on rough handling forever to call,  
And thus prevent damage and breakage from jars,  
Resulting from bumping and smashing of cars.  
The damage of freight and of loss and delays,  
Forever recurring in numerous ways,  
Cause ever and ever our spirits to vex  
As often we see the deplorable wrecks.  
The shipments once perfect, now rammed and askew,  
Or smashed and disheveled, or vanished from view,  
Because some one blundered, some one failed to care,  
Some one was remiss in the trust we all share.  
This matter of claims is a matter which we  
Must seek to prevent in a major degree,  
With none of exceptions our records to mar  
Accruing through negligence, error or jar;  
We must stand determined by doing our best  
To measure four-square to the uttermost test,  
And make ours a game that is cleanest of games  
When once we have mastered this matter of claims.

*"The  
D.H."*

The  
DELAWARE AND HUDSON COMPANY

*"The  
D.H."*

BULLETIN

Vol. 9

Albany, N. Y., June 1, 1929

No. 11

## In Business For Himself

*After Serving as a Blacksmith for Twenty-Eight Years, Veteran Sets Out  
On a Business Career*

WHEN a man, after years of intense activity, comes to the time when he must retire from his life's occupation on account of advanced age or physical disability, a great change takes place in his daily life. Whereas before he had his daily work and activities to occupy his time, that same time becomes something he has to dispose of in some other way. Some find pleasure in traveling, others read extensively, still others follow some hobby which they have enjoyed for years. One man, WILLIAM KREIDLER, has gone into business for himself.

For this reason the visitor to his place of business at 16½ East Ross Street in Wilkes-Barre, Pa., will find him busy behind the counter of his cigar, candy, and grocery store. Little did he think fifty-one years ago when he secured his first job that he would some day be the proprietor of a store. To him, as a child, life did not appear bright. He had never seen his mother to know her and at the age of nine he was forced to go to work as a "breaker boy" or "slate picker" to take care of himself.

The lot of breaker boys in that day was far from pleasant. They worked all day long in the

dusty, noisy, shaking breaker, breathing in the coal dust which so often resulted in miners' asthma if inhaled continually for many years. Every minute a man stood over them with a stick which descended heavily across the shoulders of

the lad who raised his eyes from the stream of coal at his feet. If any slate appeared in the coal at the bottom, the entire group of boys got a sound thrashing with many curses for their uselessness. For several years he worked in the breaker for forty and forty-five cents a day, wishing for something better to do, but unable to find more desirable work.

Finally an opportunity was offered him to work on a farm in Hanover Township for one suit, his board, and six dollars a year, in addition to his working clothes. For three years he remained on that farm, glad to get the meager wages he received, rather than ever again enter a breaker to

pick slate. At the end of three years he was offered a position on another farm at Huntsville for six dollars per month which he accepted.

When WILLIAM became sixteen years of age he entered the shops of the Central Railroad of New Jersey at Ashley, Pa., as a helper in the black-



WILLIAM KREIDLER

smith shop. Here he served his apprenticeship and learned the blacksmith's trade, eventually completing fifteen years of service in the same shops of this company. While satisfied with the treatment he received at the hands of his employers on that railroad, he had friends who worked for The Delaware and Hudson who finally persuaded him to seek employment with our company in its shops at Wilkes-Barre. Following their advice he entered the employ of the company on November 1, 1900 as a blacksmith.

When MR. KREIDLER entered the service of The Delaware and Hudson, he received \$1.75 per day. This rate was increased by degrees up to \$6.64 when he retired. When viewed by the blacksmith of the present day, the equipment they had to work with was far from desirable. For many years he had to use a hand driven fan to create the blast for his forge. Later steam driven fans were installed in the shop, and still later he worked with an electric blower.

Much of the work which is now done in a machine shop or foundry was then turned over to a blacksmith. In the early days of his railroad experience, MR. KREIDLER had to weld everything from arch bars to brake chains, links and pins. "Then you could put thirteen cars between two telephone poles and not crowd them at all," says MR. KREIDLER. On those diminutive cars the parts were correspondingly small and simple. With the advent of the air brake and automatic coupler, and the demand for larger and heavier cars, the blacksmith's work became confined to the smaller work on the cars.

Back in the days of the link and pin, a man had to be on the alert every moment or he was apt to lose his hand when the cars came together. He had several very good acquaintances in the train service who lost their hands while coupling cars. "The man who invented the automatic coupler was the best friend the railroad man ever had," says MR. KREIDLER.

After twenty-five years as a blacksmith MR. KREIDLER became a car inspector in November of 1925, and later a car repairer in 1926, in which capacity he continued until his pension became effective on June 1, 1928.

MR. KREIDLER was the unfortunate victim of an accident while working as a blacksmith. While he was helping to put an angle cock on the end of a car, a fellow employe removed the blue flag from the other end of the car and a locomotive coupled to the cars to move the string from the track. He was caught between the cars and three ribs, his right shoulder blade, collar bone, and

hip were broken. For several months he lay in a hospital and two more months elapsed before he was able to work.

On another occasion his toe was smashed and gangrene poisoning set in the wound. The doctors found it necessary to operate on the member but were unable to give him any anaesthetic. That was a more painful operation than the more serious injury in which several bones had been broken.

During the year 1928 MR. KREIDLER's health was broken by a prolonged attack of influenza and pneumonia, following which he found it necessary to retire. While he could no longer follow his former occupation his energy was sufficient to permit him to tend to his small store. MR. KREIDLER says that he always found our company to be perfectly fair to its employes and it was necessity rather than choice which prompted him to seek retirement from its service.

### *We Are Better Off*

THE average American earns more, has a greater wealth, and pays out a smaller percentage in taxes than any other person in the world. According to the national census of 1920, the population of the United States was 105,710,620, of whom 41,614,248 were gainfully employed. More recent figures giving the earnings and wealth per person in six representative countries indicate that the average citizen in America is better off financially than his counterpart of any other country.

	Population	Per Capita Wealth	Per Capita Income
Italy .....	40,548,666	\$641	\$109
Germany .....	62,348,782	1,067	197
Belgium .....	7,874,601	1,245	200
France .....	40,745,874	1,560	187
British Empire ..	446,726,752	2,806	427
United States ...	105,710,620	3,161	709

Of equal interest are the percentages of the national income which are paid out again for taxes. Figures for eight countries are: Italy, 19.2; France, 18.5; Austria, 17.3; Hungary, 18; Australia, 18.4; Canada, 19.2; Norway, 19.2; and United States, 10.2.

"So you were born in California?"

"Yes, indeed."

"What part?"

"All of me."



## Freight Claims—And Why

*By* ROSS B. SIMS, *Freight Claim Agent*

HOW often have you stood by a train which was being switched and listened to the solid "bang" as a riderless car coupled to a standing car in the track? No doubt you have, at such times, thought to yourself that unless the car was filled with pig iron there has been some damage done inside the car. Experts agree, and experience has proven, that when cars come together at a speed in excess of four miles per hour damage is sure to result. The responsibility for damage to freight may be divided, generally, between the man who loads it into the car and the men who handle the car from the time it leaves the platform until it is unloaded at its destination.

With the increase in the speed and length of our freight trains damage claims have increased, somewhat, due to rough handling. However, this has been offset, to some extent, by more careful loading on the part of shippers and freight house employees, and smoother handling on the part of engine and train crews as they have accustomed themselves to the new conditions. The net result has been that during the past ten years the total amount of freight claims has decreased greatly in the United States. The year 1926 was the best year we ever had, but 1928 was not so far behind when the increase in tonnage handled is considered.

The Class I carriers of this country had one of their best freight claim years on record during 1928. They paid out in that year \$36,557,243, which is the lowest amount paid in any year since 1914. In 1927, they paid out \$38,713,059. In other words the 1928 showing represents a

decrease of \$2,155,816 or 5.6 per cent from 1927.

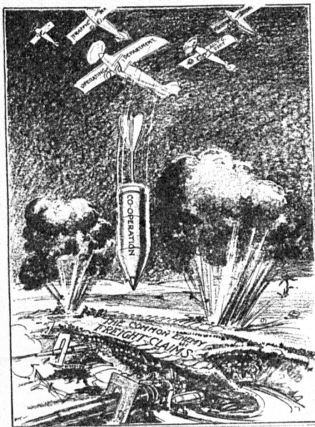
The Delaware and Hudson Company had a rather good year during 1928, better than 1927, but not as good as 1926. In 1926 the ratio between freight claim payments and freight revenue was the lowest on record and while our freight claim payments in 1928 were only about \$3,000 higher than in 1926, due to large decreases in

freight revenue, our ratio increased from 44 to 35. In 1928, we paid out \$184,633, in 1927, \$189,476, whereas in 1926 we only paid \$181,855. As a whole the last three years have been very good and the ratio between freight revenue and freight claim payments for these three years is better than any three years of which there is a record. It should be remembered, however, that we are still paying over \$180,000 a year for which we get nothing in return. It is just smashed up!

One of the greatest causes for freight claims is to be found in perishable freight, composed

of vegetables, fruits, and other farm products. If the cars are not kept properly ventilated at all times and handled promptly the lading is apt to become overripe, or decay; in any of these events freight claims invariably result.

In 1928, 26 per cent of the freight claim payments made by Class I roads were for fresh fruits and vegetables. They reached in that year the astounding total of \$9,406,278, despite the fact that fruits and vegetables amount to less than 2 per cent of the total tonnage carried and less than 2 per cent of all cars loaded. As mentioned in previous articles in *THE BULLETIN*, claims for



They Won't Last Long!

## The Delaware and Hudson Company Bulletin

fresh fruits and vegetables are, generally speaking, the most difficult the freight claim organization has to handle.

One of the greatest factors in cutting our freight claim costs is the fine work of our Police Department. In 1910, which was the high year,

### A Total Loss!

Below are figures showing freight claim payments and ratio for the Class I roads of the United States and The Delaware and Hudson Company during the last ten years:

Class I Railroads in the United States			The Delaware and Hudson Company		
Freight Claim Payments	F. C. Payments per \$100 Freight Rev.		Freight Claim Payments	F. C. Payments per \$100 Freight Rev.	
1928	\$36,557,243	\$.78	1928	\$184,633	\$.53
1927	38,713,059	.83	1927	189,476	.51
1926	38,187,315	.79	1926	181,885	.44
1925	38,772,097	.85	1925	211,791	.59
1924	48,262,543	.11	1924	239,269	.73
1923	49,540,377	1.07	1923	269,285	.65
1922	48,084,995	1.20	1922	292,541	.93
1921	96,730,376	2.47	1921	404,244	.99
1920	119,833,127	2.77	1920	387,889	1.01
1919	104,587,174	2.94	1919	497,529	1.67

Delaware and Hudson employees have made a wonderful showing in regard to the handling of fruits and vegetables. In 1923 our claim payments for these commodities amounted to \$45,181 while in 1928 we had reduced this to \$12,850. In 1928, 7 per cent of our claim payments were for fruit and vegetables, compared with 26 per cent for the country as a whole, whereas in 1923, 17 per cent of our payments were for fresh fruits and vegetables compared with 20 per cent for the country as a whole. Our payment on carloads of fruits and vegetables handled in 1928 was \$.68 per car compared with \$.263 per car in 1923. Both of these averages are much less than those of the country, as in 1928, it paid out \$8.72 and in 1923, \$11.37 per carload handled. Our fruit and vegetable freight claim payment per carload handled is much greater than the average freight claim payment per car handled for all commodities as in 1928, this figure was only \$.18 compared with \$.68 for fruits and vegetables.

Our good showing has been brought about by three principal factors, namely, high speed handling, excellent refrigeration and ventilation of the shipments, and maintenance of an excellent set of records. To clarify the statement about records, it is well to state that we might give a shipment of fruits or vegetables excellent handling while some other carrier might delay it or not handle it properly and if our records were not in such shape as to prove that our handling was good, we would be penalized because of our inability to prove our case.

Our performance in regard to delays has been very good. In 1923, we paid out \$21,621 or 7 per cent of the total, whereas in 1928 we only paid \$2862 or 1 per cent.

we had robbery, concealed loss, and unlocated loss amounting to \$181,371 or 36 per cent of the total; in 1927, this amounted \$27,486 or 15 per cent of the total; and in 1928, \$26,907 or 15 per cent of the total.

Freight claim payments made because of defective and unfit equipment in 1920 were \$68,887.00, in 1927, \$26,685.73; and in 1928, \$25,484.45. The percentages of these payments to the total amounts paid out during these years were 17.0, 14.1, and 13.8 respectively. A notable decrease has been made, particularly in the amount paid out, but while our record for 1928 is good compared with previous years, it is not very good when compared with the record made by the country as a whole, as the ratio of defective equipment to total freight claim payments for the country is only 7.8 per cent.

Our freight claim payments due to what might be called rough handling make about the gloomiest spot on our record. The particular items that are included under the general heading of rough handling are rough handling of cars, unlocated damage, and concealed damage. They have been going steadily upward each year. It is thought that some of the factors responsible for the increase in these causes are heavier power, longer trains, and greater speeds now maintained. The amounts for the so-called rough handling causes from 1919 to date by years are shown below, along with the percentages that these causes bear to the total freight claim payments.

Our performance for the past three years has been very good. It is to be hoped that 1929 will show an improvement over preceding years. We have made a very good start, our payments

## The Delaware and Hudson Company Bulletin

for the first four months amounting to \$58,803 as compared with \$64,834 in 1928. This is a decrease of \$6,031. The ratio between lost and damaged freight and freight revenue during this period decreased from \$.61 per \$100 freight revenue to \$.51.

This matter of claims is something for every man in the Transportation Department to look into. It is not only annoying for a consignee to have to go through the routine of collecting a

claim; it is bothersome to have to replace the lost or damaged shipment, at the same time risking a dissatisfied customer. If every freight house employe will see to it that every car is properly loaded; if every train service man will endeavor to handle trains smoothly and carefully, we can materially reduce our freight claim bill. All the while, yard men, too, should remember that destructive impact speed of over four miles per hour.

### Some Figures

Below are given The Delaware and Hudson Company's comparative figures for years 1928, 1927, 1926, and 1919 covering the principal commodities, the principal causes, the number of unpaid claims on hand, the number of claims received, time in which claims were vouchered, etc.:

Commodities	1928	1927	1926	1919	Increase or Dec. 1928 Comp. With 1927	Increase or Dec. 1928 Comp. With 1919
Fresh Fruits and Vegetables .....	\$13,284.74	\$18,789.30	\$18,020.94	\$26,380.79	+\$5,504.56	+\$13,096.05
Furniture (New) .....	20,637.93	18,859.75	19,224.23	20,644.52	1,778.18	16.59
Coal and Coke .....	28,996.21	34,969.02	32,865.98	55,485.23	+\$5,972.81	+\$66,489.02
Machinery, Hardware, Forgings, Castings, and Tools .....	11,322.07	14,036.01	13,394.37	* .....	+\$2,712.94	
Clay, Sewer Pipe and Drain Tile .....	4,400.87	5,557.83	5,686.01	20,244.80	+\$1,156.96	15,843.93
Newsprint Paper .....	9,650.97	10,661.61	7,985.60	* .....	+\$1,010.64	
All Other Commodities .....	96,339.92	86,602.94	84,708.73	334,773.29	9,736.98	+\$238,433.37
<b>Total .....</b>	<b>\$184,632.71</b>	<b>\$189,476.46</b>	<b>\$181,885.26</b>	<b>\$497,528.63</b>	<b>+\$4,843.75</b>	<b>+\$312,895.12</b>
<b>Causes</b>						
Unlocated Damage, Concealed Damage, and Rough Handling .....	\$113,077.75	\$111,426.66	\$103,545.85	\$168,241.36	\$1,651.09	+\$55,163.61
Unlocated Loss .....	22,035.50	24,059.77	23,475.42	104,741.71	\$2,024.27	\$82,706.21
Defective or Unfit Equipment .....	25,484.45	26,685.73	21,621.69	67,522.03	+\$1,201.28	+\$42,037.58
Wrecks .....	11,300.20	13,283.55	17,820.73	42,157.16	+\$1,983.35	+\$30,856.96
Delay .....	2,861.64	5,381.71	6,404.21	13,157.37	+\$2,520.07	+\$10,295.73
Improper Refrigeration or Ventilation .....	649.13	1,249.12	3,026.54	4,274.90	+\$599.99	+\$3,625.77
Robbery .....	2,493.07	2,853.77	2,799.53	70,020.76	+\$360.70	+\$67,527.69
All Other Causes .....	6,730.97	4,536.15	3,191.29	27,413.24	2,194.82	+\$20,682.37
<b>Total .....</b>	<b>\$184,632.71</b>	<b>\$189,476.46</b>	<b>\$181,885.26</b>	<b>\$497,528.63</b>	<b>+\$4,843.75</b>	<b>+\$312,895.92</b>
<b>General</b>						
No. of Unpaid Claims on Hand at End of Year .....	423	405	433	1,262	18	1839
No. of Unpaid Claims on Hand 4 Mo. Old or Over .....	8	12	17	321	44	313
No. of New, L. & D. Claims Recd. from Claimants .....	11,015	11,433	10,674	16,352	4418	15,337
No. of L. & D. Claims Paid Claimants .....	10,241	10,561	9,876	16,448	1320	16,207
Amt. Paid for L. & D. Claims per \$100 Freight Revenue .....	\$ .53	\$ .51	\$ .44	\$1.67	\$1.02	\$1.14
Commodities .....	1928	1927	1926	1919	Inc. or Dec.	Inc. or Dec.
Amount Paid for L. & D. Claims per 10,000 net ton miles .....	\$ .53	\$ .51	\$ .46	\$1.34	\$ .02	15.81
Percentage of Claims Vouchered within 30 Days .....	84	82	80	**57	2	27
Percentage of Claims Vouchered within 30-90 Days .....	13	14	17	**27	11	114
Percentage of Claims Vouchered Over 90 Days .....	3	4	3	**16	11	113

† Denotes decrease.

\* Data not kept for year indicated.

\*\* Data not kept for year 1919, figures shown are for 1921.

## New Motive Power For

*Locomotive 652, Built at Our Colonie Shops, Combines Sturdiness and Simplicity of Design*

THE "skyline" of the modern locomotive of the conventional design has gradually come to resemble that of a fair sized city due to the many odd shaped humps and bumps which rise above the line of the boiler shell. The headlight has, in many cases, been dropped down on to a shelf extending out from the boiler front. In its place is located the conventional bell. Bells of this type have been used on locomotives practically ever since the practice of sending ahead a horseman with a tin horn to warn of the monster's approach was done away with. With the invention of the new type of bell ringers the stationary bell with a vibrating tongue has become a mere gong but the conventional patterns are still used in most cases.

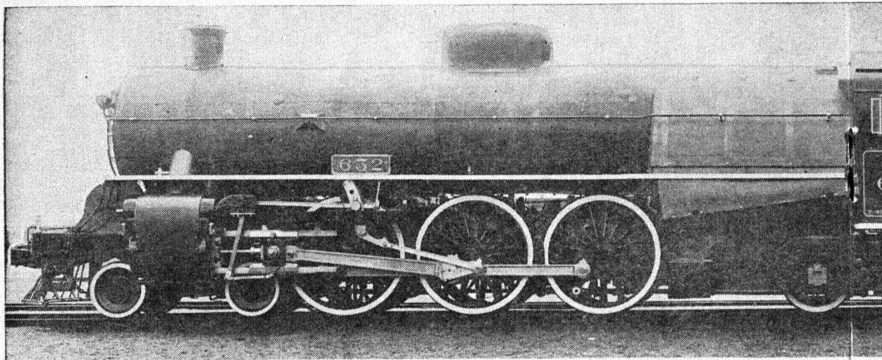
Where the bell has not been located ahead of the smoke-stack we might, perhaps, see there a projection nearly the size of the smoke-stack itself, this being the so-called "front end throttle". Then, as we go toward the rear of the locomotive, a man-hole cover over the superheater units, a sand box, the bell (if still in its original location), the electric generator, the steam dome, another sand box, a "pop" dome (for the safety valves and whistle) and then the cab. Below this "sky line", so that they do not appear in

the silhouette, but showing up as bumps and projections, are such items as air and feedwater-pumps, reservoirs, reverse gears, and all the piping necessary to connect them up.

Critics of American design have for some time pointed to the European practice of concealing such devices as producing a much better appearance, but the answer has always been that accessibility was of primary importance to facilitate repairs.

With the firm conviction that a locomotive properly built should not require extensive repairs between shoppings "the 652" has been designed and built along lines which will mark her as unusual although in no sense a freak.

Built to handle *The Laurentian*, our New York-Montreal daylight express, she has low racy lines and an unusually clean-cut appearance. A graceful stack and a large dome casing which conceals the main steam dome as well as the safety-valves and the mellow chime whistle located just in back of the dome are the only projections above the straight line of the boiler jacket. Even the cab is almost a continuation of the straight line of the top of the boiler due to the manner in which the cab turret, which is located just in front of the cab, is jacketed in.





## For "The Laurentian"

*ty of Design With Many New Features, Resulting in Greater Efficiency of Operation*

The headlight is sunk in a recess in the center of the boiler front. This location necessitated the design of an absolutely new type of headlight as the wires could not be brought in at the rear of the reflector because of the high temperature of the smoke-box. For this reason they enter at the top and the socket holds the bulb at the exact focus of the parabolic reflector and no shadow is cast by the socket or the conduit to which it is secured. The wiring for the classification lights is likewise run in pipe instead of the usual flexible cable, the idea being to make these wires trouble-proof as their location makes them much more attractive as grab-irons than the handrail which is provided for the purpose a few inches away.

Because of the location of the headlight it is impossible to show illuminated number plates at the sides of the light at night. For this reason electrically lighted number boxes are located on each running board. These boxes consist of a nickel frame and a ground glass plate bearing the number "652" in large figures.

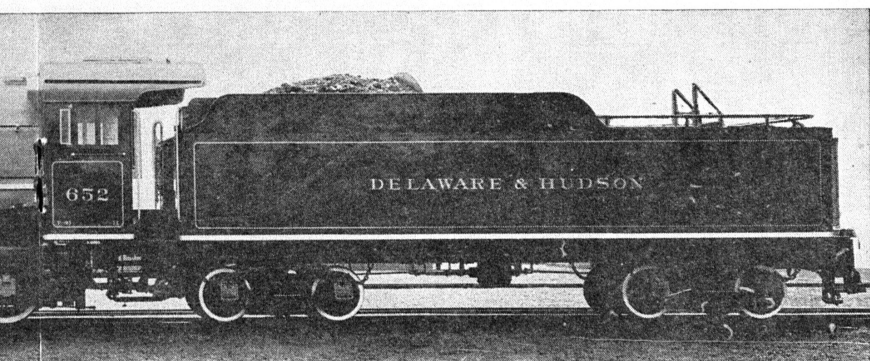
The sand boxes are placed beneath each running board just in back of the cylinders (as was done on "the 449"). Just behind the sand boxes are, (on the right) a five-feed mechanical lubri-

cator supplying valve, cylinder, and air pump lubrication, and (on the left) a flange oiler which drops oil on the flanges of the front driving tires to reduce the wear which is caused when rounding curves.

Between the frames just back of the main axle is the cross-compound air pump from which the air for the brakes is piped to a large reservoir under the smoke-box at the front of the engine. This reservoir has been concealed under a neat cover of jacket iron, so shaped as to cause an upward current of air which may assist in clearing the engineman's vision of smoke and steam. Under this same cover is located the bell, an air operated gong which gives an effect very similar to the latest type of pneumatic bell-ringer.

The electric generator is located between the frames, just back of the cylinders. The exhaust steam from the air pump is conducted into the exhaust cavity of one cylinder while that of the generator enters the other cavity, thus preventing condensation and also acting as a drifting valve when the throttle is shut off. This prevents the pounding of the rods and sucking of cinders and dirt into the cylinders from the smoke-box when running down-hill.

(Turn to page 172)



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The

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Delaware and Hudson Company  
BULLETIN

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Office of Publication:  
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ALBANY, N. Y.

**P**UBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

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### *Do You Know How?*

**A** CERTAIN prominent business man was once asked for a maxim for success. He replied, "Do it now." The journalist who asked the question published his idea in the form of an editorial and signed the business man's name to the article when it appeared in the paper. The broker, for that was his business, called his friend the journalist on the phone the following day and requested that another editorial be prepared to qualify his statement in the preceding article to the extent that it should read, "Do it now, if you know how. If not, wait until you do."

There is a lot of sound wisdom and philosophy in that last maxim. Many a piece of material, many a precious hour would be spared if people would wait until they know how to do a job before they begin.

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### *On Hunting Lions*

**E**VER since we showed the cartoon of the end(?) of the Lion Hunt in the May 1st issue of THE BULLETIN we have been receiving requests for information about the best way to cage the beast.

Not having had too much experience along that line ourselves we sought advice from qualified sources of information. Mr. R. B. SIMS, Freight Claim Agent, has passed along some pointers in his article on the freight claim situation which appears in this issue.

This particular breed of lion may be very easily

frightened away by a loud noise, such as two or more cars make when they "kiss" at excessive speed. It isn't the noise that scares him so much as it is the thought of what is happening to the car and its contents. So he runs off to some other road where they treat them with more respect!

The king of beasts likewise is said to dislike the thought of over-ripe fruit and vegetables, so he sticks to the folks who ventilate and ice their "reefers" properly.

He can hardly fail to appreciate the unflagging efforts of our Police Department in protecting shippers against theft from cars in transit. Of course the shipper insures against such losses but the point is that he wants to be able to depend on having his goods arrive at their destination on time, intact, and in a salable condition.

You didn't realize that you were a "lion-hunter" before, did you! Perhaps we can pass along some more tips that will help out. Meanwhile, there are several that we did not mention, to be found in Mr. SIMS' story.

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### *Our Taxes*

**I**N 1928, on the average, the taxes paid by the railways of the United States consumed the entire net revenues from almost six billion dollars worth of railway facilities, according to an editorial in the current issue of the *Railway Age*.

"Income figures just made public," says the *Railway Age*, "show that railway operating revenues last year amounted to \$6,177,761,036, while operating expenses totaled \$4,472,480,262, leaving a net operating revenue of \$1,705,280,774. Taxes, amounting to \$395,066,480, consumed 23.2 per cent of this sum. In other words tax payments in 1928 required, on the average, the entire net revenue of 85 days' operation of all the railways in the country. Or, to put it another way, as far as net revenue for their owners is concerned, 23.2 per cent of all the railway facilities in the country might just as well have been operated by the tax collectors.

"Translating this percentage into terms of men, money and machinery, it means that the tax-collecting agencies of the federal, state and local governments took all the net revenue from 55,700 average miles of railroad line. This is greater than the total miles of railway in the eleven Mountain and Pacific states, with North and South Dakota thrown in. On the average, employs to the number of 387,000, 14,000 locomotives, 12,000 passenger-train cars, 540,000 freight

cars, and other railway facilities to the total value of \$5,800,000.000 worked throughout the entire year, not for the owners of the railways but to produce sufficient net revenue to pay railway taxes."

### The Clam Bake

THE committee in charge of arrangements for the Veterans' Clam Bake to be held at Sidney, Saturday, August 10th, states that all employees of the company who may wish to attend will be given a hearty welcome. Of course the Veterans will be there in a body but they want all their friends to feel free to enjoy their good time too.

Sidney was selected as the location of the outing, it being the most central and accessible spot equipped to handle such a large gathering as it is expected will attend the "Bake". The facilities at that point are admirably suited for the purpose. A large pavilion, electrically lighted, removes the question of the weather from the calculations so that the affair will be totally unaffected by Jupiter Pluvius, the playful rain-god. The pavilion is within a few minutes ride of the station and the committee, with the cooperation of the Chamber of Commerce of Sidney, plans to provide transportation by automobile for all who attend. Some of our veterans who attended a similar affair at Sidney a year ago report that over eight hundred were accommodated easily in the pavilion for that event. It takes just about a thousand folks to fill the place as it should be filled, allowing for the amount of elbow room required to really enjoy the clams, so plan right now to be there. Set that Saturday aside, make a memorandum of the date, August 10th, and bring the family. This is one of the "big days." Don't risk having to say regretfully, after it is all over, "I wish I had gone but I didn't know they were going to have such a good time!"

Tickets are three dollars each. If this seems like a lot of money just remember that you will get a lot for it. It's the big annual Get-Together of the Delaware and Hudson family and it's worth giving up a few movies between now and August to be on hand for the Clam Bake!

A man should never be ashamed to own he has been in the wrong, which is but saying, in other words, that he is wiser than he was yesterday.—  
POPE.



"The Art of Thinking" by Ernest Dimnet.

Written by a French priest, it is a delight to every discerning reader. The publisher says, "it is the book that put the kick in thinking."

"Three Persons" by Sir Andrew MacPhail.

A study of three outstanding characters of the World War Period; Sir Henry Wilson, Colonel House, Lawrence of Arabia.

"Train Operation."

One of the Railway Library books, it gives information on the following: organization of trains, operating forces, heating and lighting, signals and rules and regulations governing their movement. (In The Delaware and Hudson Library.)

#### MAGAZINE ARTICLES

"Backaches Go Out of Railroad" by Charles Frederick Carter. In *Nation's Business* for May, 1929.

"Eliminating Mine Disaster" by Frederic Van De Water. In *World's Work* for May, 1929.

"Twenty Ways to Make a Million" by Roger Babson. In *The Forum* for May, 1929.

The above list of suggestions is offered by our librarian, MRS. SMITH, for the benefit of employees who may want to read something a little more substantial than light fiction. The list is one of considerable variety so that the tastes of different types of readers may be suited by one or more of the books or articles named.

Because of the interest shown by employees since the article describing the library appeared in the May 1st issue of THE BULLETIN it is planned to print a partial list of the books which are available there, as a possible guide to our readers.

The articles listed will generally be available in local libraries at points which are not within easy reach of the company library in Albany.

**New Motive Power**

(Continued from page 169)

The cab is the most unusual and surprising part of the entire locomotive. From the outside it appears quite small but its appearance is deceiving. Since the boiler butt does not project into the cab, because of the wide firebox, and the lack of complications in the way of stokers, lubricators, etc., the entire space is available for the use of the engine crew. Due to the long side sheets which have been extended down to the line of the bottom of the tender cistern, thus providing an enclosure to protect and conceal the inspirators, the cab appears to be very small. This is not the case, however, and there is plenty of room.

In addition to the usual throttle, reverse, and brake mechanisms, steam and air pressure gauges, there are indicators to show speed, cut-off, etc. The two wings of the "butter-fly" type fire-door operate independently, controlled by foot pedals. A series of toggle-switches above the engineer's seat control the lights, with the exception of the classification lamps which must be lighted from the front of the engine to avoid any chance of mistakes. The wiring from the cab to the generator and headlight is entirely concealed.

The windows at the front of the cab are much larger than usual due to the absence of doors in that location. There is no need for the fireman to climb out ahead to fix the bell or start the pump or pound the sand pipes so the doors are unnecessary. For emergency exits a foot hold and hand-rail on the side of the cab permits the passage of the crew to the front of the engine if necessary. This is another departure from conventional design which may be far-reaching in its effect.

Each of the front cab windows is fitted with a deep sun visor and an electrically operated wiper to remove rain or snow. The side windows of the cab are equipped with wind deflectors for the protection of the crew.

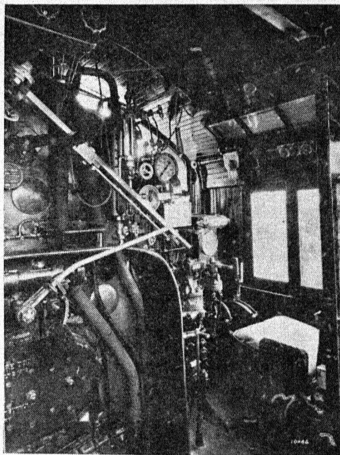
The neat appearance of the locomotive is due to a considerable extent to the long low lines of the tender which holds coal enough to heat a good sized house during a cold winter, and water enough to last one person a long time if used at the rate it used to be passed out in the Navy! The capacity of the tender, 11,000 gallons of water and fourteen tons of coal, has been found necessary for this run. Storage space for tools, clothing, etc., is provided in lockers built into the tender.

Of course "the 652" has an air operated whistle and cylinder cocks, (three to each cylinder)

metallic steam heat connections, train control, "Type E" superheater and a power reverse gear, these features being standard on modern power.

The locomotive is classed as Pacific Type (4-6-2 wheel arrangement) and measures 87 feet over the couplers.

Although the grate area is eighty-seven square feet the fire-box is less than ten feet long, although nine feet wide, so that hand-firing is readily possible and it is expected that she will steam freely when adjusted to her run.



Inside View of the Cab

With a boiler pressure of 260 pounds per square inch, 22 x 28 inch cylinders and 73 inch driving wheels, a tractive effort of 41,600 pounds is developed. The weight of engine and tender loaded is 444,000 pounds and her factor of adhesion is 4.45 which is approximately the same as for the "600" class. The tractive effort can be increased if desired, the cylinders having been bushed with provision for using larger pistons if this should prove desirable in the future.

Following her inspection at Colonie on May 14th, the locomotive was moved to Albany where it was placed on public exhibition. Many favorable comments were made both by railroad people and others who availed themselves of this opportunity to inspect this latest addition to our passenger fleet.



## Ladies' Bowling Season Ends

*Hold Card Party and Banquet at Which Prizes Are Awarded and Officers Re-elected*

As a fitting climax to their most successful bowling season, The Delaware and Hudson Athletic Association Ladies' Bowling League held their annual banquet in Jack's Restaurant, Wednesday evening, April 24. Through the efforts of MISS AGNES WELCH, chairman of the committee on arrangements, the party was a huge success and it was the unanimous opinion of the members that this was the finest affair of the kind the league had ever enjoyed.

Following the dinner came the presentation of prizes to the star bowlers of the league. They included awards to the four ladies having the highest individual averages; they were MRS. KAVANAUGH, \$8.00; MRS. LASHER, \$7.00; MRS. CROWLEY, \$6.00; and MISS GREENE, \$5.00. In the team prizes, the Transportation team, captained by AGNES WELCH, won the high three games and \$8.00. High single game honors went to the Telephone girls, headed by CLARA CROWLEY, carrying a prize of \$6.00. Individual high three games went to MISS MASTEN, \$4.00, and individual high single to MISS DRISCOLL, \$3.00.

During the first half of the season the Telephone team won the first place and a prize of \$10.00. They were nosed out during the second half by the Transportation team. The Telephone Girls won the championship roll-off, however, with an additional prize of \$10.00.

In the high-low tournament both the individual three games and high single game honors went to MISS DRISCOLL with prizes of \$6.00 and \$3.00. The high total pinnage of two-lady teams went to the MISSES DRISCOLL and TRICK with a prize of \$8.00. Second place in that event went to the team composed of the MISSES CLEWELL and HANEY with an award of \$6.00.

All officers were re-elected to serve during the season of 1929-30. They are: President, JANE FABBO; Vice President, AGNES WELCH; Treasurer, MABEL DEARSTYNE; Secretary, LILLIAN LASHER.

By way of entertainment Mrs. "PEG" TRICK and MISS AGNES WELCH rendered several vocal selections accompanied by Mrs. JANE FABBO at the



(Back row) Ann Patterson, Katherine Loftus, Helen Buehler, Mrs. Roslyn Piotrowski, Margaret Taylor, Mrs. "Peg" Trick, Louise Driscoll. (Middle row) Mrs. Esther Roeder, Mrs. Ann Blaney, Ann Nisch, Doris Green, Maria Hanna, Beatrice Clewell, Nellie Masten. (Front row) Mrs. Clara Crowley, Agnes Welch, Mrs. Mable Dearstyne, Jane Fabbo, Mrs. Lillian Lasher, Marion Hayes

piano. Dancing was also one of the features of the evening. Each person present was presented with a favor from the group in the form of a very beautiful compact. In recognition of her fine work and spirit, the President, MRS. JANE FABBO, was presented a beautiful diamond bar pin.

The banquet and a card party which was held in the Hampton Hotel, Tuesday evening, May 21, concluded the activities of the ladies during the current season. Bowling is fast becoming as popular with our general office ladies as with our men, and from current indications the season of 1929-30 will be the biggest and best yet.

### *Along the Old Canal*

THE Delaware and Hudson Canal, beginning at Honesdale, Pennsylvania, follows the windings of the Lackawaxen River to its mouth, crosses the Delaware River, to Port Jervis, and then along the foot of the sinuous Shawangunk mountain range to Eddyville on Rondout Creek.

The dam built across the river at Lackawaxen is owned by the Delaware and Hudson Canal Co. It is sixteen feet high, constructed in the most approved scientific manner, to secure strength. During the rafting season the opening for rafts is in the center.

Many stories of hair-breadth escapes in running this chute are told by all old raftsmen, and the spot is indeed a dangerous one, so much so that the company, which is a private corporation, is held responsible by the two states for all accidents to rafts incurred while going through. During the season a pilot is furnished, whose duty it is to take charge until each raft is safely through. Notwithstanding this many accidents occur, as the least faulty judgment in the mad rush will break up the mass of timber in a twinkling. The drop during a "fresh" is very great, causing a long raft to make such a bend that the bow-man cannot see the steersman until the raft straightens out. The plunge is so severe that the forward end goes completely under, drenching all hands.

We found the sluiceway on the right shore nearly closed by a temporary wing to facilitate repairs. The opening was only twelve feet wide, through which the water shot at surprising speed. We judged the rate to be about a mile per minute. The solid volume of water held itself compact for a distance of fifteen feet, with a drop of eight feet, taken in two inclines.

This huge wave then bore straight downward by its force sending upward two boat lengths

away a foamer sixteen feet in height. Swift rough water followed, between the bank and the first wing, in which racks of slabs are anchored to protect the river bed. A swift shoot under the bridge, ending in a wave-filled tail-race completes the description.

From Lackawaxen to Port Jervis we were to be accompanied by the Delaware and Hudson Canal, with its ever-attendant noise of horns and shoutings, together with the choice vocabulary of captains and mule drivers. Opposite, on a heavy grade, ran the tracks of the Erie Railroad. We could hear the engines puff and the wheels slip, and see the reflected glow from the fires as the furnace doors were thrown back.

We greatly enjoyed the camp-fire. After the trying experiences of the day the rest and cheerfulness was welcomed by all.

—From "*Two Hundred Miles on the Delaware River.*" By J. WALLACE HOFF, 1893.

### *Day Dreams*

THE boy Watts saw white vapors puffing from his mother's tea-kettle and dreamed of a new motive force—steam. We whisk across continents and hurdle the seas on the wings of that dream.

The explorer La Salle followed a river to the shores of Lake Michigan and visioned a great city in the wilderness. Chicago is that dream come true.

Morse dreamed of electrically carried sounds, Bell of the electrically carried voice, Mill of a Western empire, Field of continents in communication, Ford of a poor man's horseless carriage, the Wright brothers of machines that fly like birds. Back of every big or little achievement was a dream—a vision that sprouted in a human brain and was driven into being by an unquitting determination.

Everybody has a dream—something he conjures up in his mind and wishes for. Most of us keep our dream hitched to the wishing post. A few harness it up to the old team of ambition and determination and drive it to success.

Many of us adopt the pose of "The Thinker," his life's ambition spread in the background. Wishing won't bring it into being. He must tie up with initiative, industry, intelligence, integrity and "I-will-ism," which is a much better quality than egotism.

You have a dream, of course. What are you doing about it?—*Reading Magazine.*

## Clicks from the Rails

### Snappers a Hard Problem

Railroad men are called on to do many odd jobs, including getting milk for stranded babies on trains, feeding pet poodles in the baggage car and helping old ladies on and off trains. At the Chicago freight station of the Pennsylvania Railroad, the freight handlers stage a bout with a big shipment of snapping turtles about once a week. These turtles are shipped in from Mississippi River points enroute to eastern markets. Arriving in barrels, the big fellows, averaging 12 to 18 inches in diameter, have to be stirred up to make sure they are all alive. Long poles are used now, after a few fingers have been nipped.

\* \* \*

### Lightning Lights Stove

Albert Hunt told not long ago of a freak of lightning that put in the shade the work of many modern electrical appliances.

While he was seated in his kitchen on the Hornell-Canisteo road during an electric storm, a bolt of lightning hit the chimney and traveled downward, knocking the lids from stove and lighting a fire that had been laid for the next morning.

Paper and kindling were burning briskly when the family investigated. They found no apparent damage to the chimney or the stove.

\* \* \*

### Two Mile Bridge

The first bridge to span the Mississippi River south of Memphis, Tenn., is now under construction at Vicksburg, Miss. The bridge, including approaches will be more than two miles long and will cost approximately \$7,000,000. It will carry a single railway track and an eighteen-foot concrete highway. The track will be utilized by the Illinois Central System upon a car-toll basis.

\* \* \*

### All Car Repairmen

Mrs. J. S. Stroud of Huntington, W. Va., is not only the wife of a car repairer helper, but she has four sons who are all car repair apprentices in the local shops of the Chesapeake and Ohio.—*Railway Age*.

### Conscience Fund

The conscience fund of the Pennsylvania has received another unique contribution. This time it's a monkey wrench. A man who worked in the freight house at Springfield, Ohio, in 1917, called on the foreman the other day and returned the wrench, which he had "borrowed" 11 years ago. He explained that his conscience bothered him.

\* \* \*

### Locomotive Seized

Police, discovering a stock of tobacco which smugglers were trying to carry across the Belgian frontier into France in a locomotive cab, arrested the crew and seized the locomotive. The locomotive was detached from the train, run into a siding and impounded under seal.

\* \* \*

### Woman Flags Train

An incident which demonstrates the spirit of cooperation among the families of railroad workers occurred recently when Mrs. G. W. Mitchell, wife of a track foreman of the Pennsylvania at Losh's Run, Pa., went out in the absence of her husband and flagged an eastbound freight train. As the train was passing Iroquois Tower, the operator discovered a brake rigging down and derailed. He immediately called Mr. Mitchell's home at Losh's Run and inquired if there were any track men in the vicinity to flag the train. Mrs. Mitchell, finding none of the track men in the neighborhood, took it upon herself to act in the emergency by going out on the track and flagging the train.

\* \* \*

### Runaway House

A railway wreck was narrowly averted at Red Wing, Minn., recently when an engineer brought his train to a stop just a few feet short of a "runaway building" which blocked the tracks.

The building, it may be explained, got away from workmen who were moving it from one location to another.

He saw the obstruction in time. Workmen hacked away one corner of the building and the train continued its journey.

### Old Tunnel Under Channel

High interest is again being awakened in France and England at the possibility of a channel tunnel between Dover and Calais. It was just forty-four years ago that a like venture was planned and work was begun. After pilot tunnels had been bored, and the actual work of constructing the main tunnel had progressed over a mile at both ends, the venture was abandoned.

\* \* \*

### Biggest Paint Job

The Canadian National advances the repainting of its Quebec bridge, spanning the St. Lawrence river, as one of the biggest paint jobs on any railway. That there is something to the argument is indicated by the fact that 7,500 gallons of paint are required to give the bridge a single coat, and each of the four main piers requires 70 gallons in addition. It takes thirty-five men three years to do the job, working steadily from June 15 to September 15 each year.

\* \* \*

### Record Run

When the conversation drifts to long engine runs, the feat of Engineman H. S. Small and engine 149 of the old Central Pacific will not be forgotten. In 1876 Messrs. Jarrett and Palmer, chartered a special train from New York to San Francisco. Small hooked the 149 on the train at Ogden, Utah, and both the locomotive and the engineman ran through to Oakland, Cal., 883 miles, without relief. The run was made at an average speed of more than 36 miles per hour, through extremely mountainous country. It will always remain a remarkable feat of endurance of man and machine.

\* \* \*

### Oriental Service

An Oriental touch to Occidental travel is now given by the inauguration of Chinese maid service on the San Francisco Overland Limited trains. A group of comely Chinese girls, specially trained for the novel employment, has undertaken the duty of assisting feminine travelers between San Francisco and Chicago.

## *My Work*

193

LET me do my work from day to day,  
in field or forest, at desk or loom,  
In roaring market place or tranquil  
room

Let me but find it in my heart to say,  
When vagrant wishes beckon me astray,  
"This is my work; my blessing, not my  
doom.

Of all who live, I am the one by whom  
This work can best be done in the right  
way."

Then shall I see it not too great, nor small,  
To suit my spirit and to prove my powers;  
Then shall I cheerful greet the laboring  
hours

And cheerful turn, when the long shadows  
fall

At eventide, to play and love and rest,  
Because I know for me my work is best.

— Henry Van Dyke.

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